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NAVY & COMMERCE
RECORD OF THE FAR EAST
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[a40-1]

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Hongkong, 12th October, 1909. [41]



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Hongkong, 24th July, 1905. [a998]

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[a1623]

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THE HONGKONG DISPENSARY.

Hongkong, 8th October, 1909.

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ONLY communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.
No anonymous signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, OCTOBER 20TH 1909.

ANARCHY, whether as a very abstract ideal or as a terrible reality, represents a state of society which in Britain, despite its freedom loving instincts, has always been particularly abhorred, and it has been an accepted axiom that anarchy could not flourish in a country where so much personal and political liberty was enjoyed. The continental countries not blessed with the same free institutions which are the proud heritages of the sons and daughters of Britain were regarded as the only places in Europe where anarchy could be expected to develop under favourable conditions, but it must make us pause when we read that an anarchist demonstration attended by about ten thousand people has just been held in London. And pausing, we reflect that that meeting was not composed of the proletariat, the howling mob who are always eager to take advantage of any occasion to make an attack against the property and money interests of the nation, but among the number were those who aspire to be leaders of men. According to Reuter, violent speeches were delivered by Socialist members of Parliament and it is that, together with the fact that so many unenlightened sympathisers with a would be regicide and an unscrupulous political agitator attended the demonstration, which gives an undesirable significance to the news. It shows that even in Britain anarchy has gained many adherents. Few readers we venture to

think, will contemplate such a contingency with equanimity. It is suggestive of all that is obnoxious to those who have learned to appreciate the personal security and the political liberty enjoyed by the British subject, and it is particularly regrettable that these privileges, or rather rights, should be abused in such a manner. The student of events in Europe cannot fail to be impressed with the wave of economic and political unrest which is passing over the Continent. The voice of discontent is always loud in Russia. Germany has had a constitutional struggle of some importance, the Balkans have again been the scenes of disturbances, France and Sweden have been convulsed with strikes which almost paralysed the industry of each country, Spain and Portugal have attracted the eyes of Europe by the fierceness of their domestic troubles, and Greece is at present passing through a period of great anxiety. Britain is no exception. While the antics

of the suffragettes have excited the contempt of onlookers at home and abroad, the speeches and actions of irresponsible members of Parliament belonging to the Socialist group have fomented sedition and created trouble, but what is infinitely worse is the truckling of the responsible members of Government to the ignorant masses, as is borne out by the plundering proposals of the present Chancellor of the Exchequer. The Budget is not merely an attack on the property and money interests of the country but it is an attack on the liberty of the subject, and as such it is to be deplored. It tends to set class against class, and so long as a Government is allowed to pursue that policy so long will it be a recruiting agency for that state of lawlessness and political confusion represented by the term anarchy.

Writing before the typhoon has spent its force, it is impossible to speak with definiteness as to its effects, but up to a late hour last night there was justification for a feeling of optimism that the storm had not been responsible for any terrible toll of human life, such as has been too frequently associated with the dread visitant, or any great destruction of property. Indeed the feature of yesterday's typhoon was the practically complete absence of reports as to casualties or of damage to property. Of course a few hours may bring forth accounts of fatalities by land and sea, but at present there seems good reason for giving vent to a feeling of satisfaction that all is as well as can be expected in the circumstances. This happy state of affairs is undoubtedly due to the timely warnings given, and, though various interests in the community may have occasionally felt aggrieved by what they considered the over-cautiousness displayed by the Observatory, the public have every reason to feel indebted to the institution for the service it has rendered on the present occasion. A correspondent complains of the manner in which the signals at the Peak have been handled, but that is a local matter, and a very little attention should ensure a correct interpretation of the typhoon warning. Seldom indeed have the preparations to meet the storm been so complete. Afloat the big steamers made ready to meet the gale by getting up steam to keep them from dragging their moorings, and while a number felt confident in their ability to weather it in the harbour itself, others sought an anchorage at Kowloon Bay or at Stoncutters. The native craft blackened the waters of Causeway Bay and Bowring Canal, and not a single mishap among the hundreds has been reported. Ashore householders took the usual precautions, with the result that nothing more serious than a few broken windows or damaged jealousies is to be chronicled. Therefore it will be apparent from the information available yesterday that the typhoon was the least destructive which has passed over the Colony for years.

Mr. Howell, chief bailiff at the Supreme Court, has returned to his duties after an absence of eighteen months on leave.

Owing to the typhoon Harrold's Circus did not show last night, but there will be a matinee this afternoon, and at to-night's performance the first amateur riding contest will take place.

We have received from Messrs. A. S. Watson and Co. a sample tin of Messrs. Godfrey Phillips and Son's finest smoking mixture. This tobacco provides a cool and pleasant smoke, and has a sweet aroma. Messrs. Watson are the sole importers for China.

An event that should not be overlooked is the bazaar and fancy fête under the auspices of the Children's Ministering League to be held on the Volunteer Parade Ground on Saturday, 30th inst. There will be a variety entertainment during the afternoon, as well as a play entitled "A Pair of Lunatics."

Father Arkright, has returned from Lisbon to Macao.

The police have been informed that Mrs. Park, of 58, the Peak, left a green silk muslin in a public chair at the Lower Tram Station on the 17th inst.

Owing to the inclement state of the weather yesterday, the thirteenth ordinary yearly meeting of the Dairy Farm Co., Ltd. called for 12.30 p.m., was postponed until the same hour to-day.

The fire brigade were called out twice yesterday morning, once for a fire in Cochrane Street, and once for an outbreak in Wellington Street. In each instance, however, the fire was extinguished before their arrival.

Mr. David F. Wilbur, formerly consul-general at Singapore, but recently United States consul-general at Halifax, has received notification from Washington of his transfer to Tokyo as consul-general. The transfer will probably take place within a month or two.

Mr. F. O. Day, of 10, Seymour Terrace, reports to the police that during the past two weeks someone has stolen from a box in his house eight large and eight small blankets, on several of which the name "Day" was sewn. A gold watch is also missing. The total value of the articles stolen is \$175. The servants are suspected.

SUPREME COURT.

Tuesday, October 19th.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (ACTING CHIEF JUSTICE).

ALLEGED ARMED ROBBERY.

Young Wong Kwai was arraigned on a charge of robbery with violence at Tsung Un Ha in the New Territory on September 13th.

Prisoner pleaded "not guilty," and the following jury was empanelled:—G. L. Duncan (foreman), S. G. Bolden, A. Charlton, C. Chaytor, F. Z. Britto, T. Braun and E. E. Rigold.

Hon. Mr. W. Ross Davies, K.C. (Attorney-General), instructed by Mr. H. L. Dennis, J., from the office of the Crown Solicitor, prosecuted, the prisoner being undefended.

The Attorney-General informed the Court and jury that this was another of the unfortunate robberies with violence which were so very prevalent in the Colony at the present time. The prisoner was charged with being one of the robbers who committed this gang robbery at Namshui on September 13th and stole, beside a quantity of clothing, three bullet-proof vests and two bullocks. The prosecutor, who was a farmer, would state that at about eleven o'clock on the night of September 13th several men broke into his house. Three men entered the room in which he and wife were, and they identified the prisoner as being the second of the three. The accused was arrested in Hongkong, and at the Magistrate's he made a statement in which he set up an alibi alleging that he was in the city at the time. The whole question was purely one of identity, and all the jury would have to decide was whether the prisoner was one of the robbers or not.

Prosecutor then gave evidence, after which he was questioned by His Lordship.

What brought you to Hongkong?—I came over to see the cattle in the depot.

Were you looking out for the robbers as you walked along, or was it by accident that you came across the prisoner?—I was looking for him.

For this particular man, or for the robbers generally?—I was looking for this man in Hongkong. I did not know where the other man had gone to.

Had you any reason to think the prisoner would be in Hongkong?—A detective found out he came here.

So you and your wife were going along to see if you could find him?—Yes.

Witness was then questioned by the foreman of the jury.

Does your wife know the name of this man?—I have not asked her whether she knows his name or not. She is here and you can ask her.

Did the prisoner recognise you and your wife here?—He did not see us.

Prisoner said he had no questions to ask. The prosecutor was making a false accusation against him.

After hearing further evidence the jury returned a verdict of guilty, and his Lordship sentenced the prisoner to five years' imprisonment with hard labour.

T. Shaminsky was arraigned on the charge of carnally knowing a girl eight years of age. Prisoner pleaded not guilty, and the case was heard by the same jury as last previously. The hearing was adjourned.

VISIT OF H.M.S. "FLORA" TO BRUNEL.

H.M.S. Flora left Labuan for Brunel on the morning of the 14th inst., having on board Mr. Stoney, Acting Resident, and Mr. Roberts, superintendent of works. She anchored in Brunel Bay off Ujong Sepu, and Acting Resident, Capt. Nicholas, R.N., and several officers of the Flora proceeded up river by the launch McArthur. The Brunel followed with 50 blue-jackets in charge of two officers to act as guard of honour at the Istana. Mr. Roberts also went up by the same launch—both launches having been detailed to meet the Flora in Brunel Bay. The Brunel steamed right up to the Palace, where the guard of honour was drawn up along the covered way leading to the Council Chamber. The McArthur then steamed up alongside the landing stage, where the Resident, Capt. Nicholas, and officers of the Flora landed and immediately entered the Council Chamber, where there was a very large crowd. The Resident then read an important letter addressed to the Sultan by the High Commissioner, formally handing it to him, the proceedings terminating immediately afterwards. The Resident and party and the guard of honour then returned to their launches and steamed down river to rejoin the Flora, the Brunel returning up river, the Flora and McArthur to Labuan, arriving in port at about 9 p.m.

TELEGRAMS.

(Protected by the Telegraphic Messages Copyright Ordinances 1894)

REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."

RAILWAY QUESTIONS IN PARLIAMENT.

LONDON, October 18th.

In the House of Commons Mr. Ginnell asked what was the cost of the construction of the harbour docks at Hongkong, without which the Canton-Kowloon Railway would be useless.

Colonel Seely, in reply, said it was not proposed to construct harbour docks in connection with the Railway.

THE CRISIS IN GREECE.

LONDON, October 18th.

A "Times" telegram from Athens states that arrangements had actually been made for the military occupation of the Chamber of Deputies and the arrest of the most prominent politicians and the proclamation of a dictatorship on Friday evening. Only the withdrawal of the Princes from the Army and the subsequent obedience of the Chamber to the Officers' League averted the crisis.

ADVANTAGES OF WIRELESS TELEGRAPHY.

LONDON, October 18th.

A message from Aden states that the P. and O. steamer "Mantua" communicated by wireless telegraphy with H. M. cruisers "Hyacinth" and "Philomel" long before the arrival of the vessel at that port.

Passengers are anticipating being able to telegraph to friends in India two days out from Bombay.

THE CITY AND THE KING OF PORTUGAL.

At a meeting of the Court of Common Council, at which the Lord Mayor presided, last month, Mr. Deputy Mayor moved:—That on the occasion of the approaching auspicious visit to this country of His Majesty the King of Portugal, as the guest of His Majesty King Edward VII., an invitation be conveyed to him asking him to honour the Corporation by allowing them to present him with an address of welcome in a suitable gold box, and that His Majesty be further asked to accept an invitation to a dinner, to be given in his honour in the Guildhall. He said that it was barely five years since the Corporation had the pleasure of receiving King Manuel's father—King Carlos—accompanied by the Queen, in the Guildhall. Since then, under most tragic and pathetic circumstances, the King, at the early age of 17, had been called upon to preside over the destinies of his country. The association of Portugal with this country had been of long duration and, at times, intimate. It was noteworthy that the first King of Portugal—Alfonso Henriques—ascended the throne at the same age, 17, as King Manuel, and had a long and prosperous reign. In the 14th century the first treaty of commerce between England and Portugal was effected, and King John I. of Portugal was the first foreign sovereign to receive the Order of the Garter. A Portuguese navigator the famous Vasco da Gama—discovered the passage to the Indies by way of the Cape of Good Hope, and it was with the help of England that Portugal was saved from the hostile invasion of the Spanish and French in 1762. King Charles II. married a Portuguese Princess—Catharine of Braganza—and in the 14th century an English Princess—Philippa of Lancaster—daughter of John of Gaunt, married a Portuguese sovereign (King John).

Alderman Sir Henry Knight seconded the resolution, which was carried with acclamation. It was arranged that a special committee be appointed at the next meeting to make arrangements for His Majesty's reception, should the invitation be accepted.

A NEW CLUB.

Our London correspondent writes:—I don't know just how much of a show Hongkong is to have in it, but we are to have a new club devoted to Imperial trade and called the Imperial Commerce Club. The Lord Mayor has accepted the presidency and the club will be ready in November. The objects are to promote the best interests of Imperial commerce, to provide a first class, centrally situated, social and non-political club for the principals and leading representatives of business houses, and to foster the periodical discussion of all subjects relating to commerce and trade. Excellent premises have been secured in Oxford Street, which is coming into new frescoes every week nowadays with new stores and so forth. Among the first vice-presidents are Lord Elyth, the Lord Mayors of Sheffield and Dublin, the Lord Frederick Borden, Canadian Minister of Militia and Defence, and Col. the Hon. J. F. G. Fenton, a member of the Commonwealth Government. Representatives of Colonial business houses at home on a visit will be eligible for honorary membership. The Crown Agents for the Colonies—I don't wish to throw doubt on the success of the Club on that account—have been asked to support the scheme, while there is no doubt the Agents-General for the various colonies, the leading Chambers of Commerce, prominent members of the China Association, and other organisations will take a hand in setting the enterprise on its feet.

THE TYPHOON.

COMPARATIVELY LITTLE DAMAGE.

TIMELY WARNINGS PREPARE RESIDENTS.

As alarm after alarm proved false, and as the end of the typhoon season was approaching, many residents were sanguine that the dread visitant would leave us unmolested this year. Our hopes in this respect, however, were not too promising on Monday when information was received that a typhoon was making direct for the Colony, and they were completely shattered yesterday morning when the three explosive bombs were fired from the Water Police Station at Tsimshatsai, and from the Harbour Office, indicating that the wind might increase to typhoon force at any moment.

When day broke yesterday it revealed a lowering sky heavy with drifting rain clouds. Continuous showers of rain fell, and sharp gusts of wind swept over the Colony, increasing in force as the hours passed by until about one o'clock when Hongkong was assailed with the full force of the gale. Thence on till midnight there were sporadic gusts, some of exceptional violence, but fortunately they were brief, and in consequence the damage done to property was not so serious as might have been expected.

Early in the morning there was every indication of a stormy day, and many residents of the Peak and Kowloon decided to absent themselves from their offices. Others put in an appearance, but when possible left for home early in order to catch the last tram or ferry. There were those, however, who had to remain, and those who dallied until the last conveyance had left, who found themselves marooned in the city. Of these, the Kowloon residents had no alternative but to seek temporary lodgings in Hongkong, but many of the Peakites preferred, rather than remain in the city, to climb the storm-swept hills to their homes. At 11 a.m. the Tramway Co. were obliged to stop the Shaikwan service owing to the heavy seas breaking over the bund, and sweeping great rocks on to the tram line. Shortly afterwards, as the storm gathered in strength, the entire service ceased, and the only means of conveyance on the lower levels was by chair or ricksha. Neither of these methods, however, was pleasant, the strong gusts of wind threatening to capsize the ricksha or to tear the chair from the shoulders of the bearers. The Star Ferry ceased running about noon, when the explosive bombs heralded the approach of the typhoon, and shortly afterwards the last tram left for the Peak. As the bombs were fired and the black cross hoisted the barometer stood at 29.36, but in the afternoon it fell to 29.17, the lowest reading for the day.

The Peak, apparently, encountered the full force of the storm, for all communication was cut off early in the day, and the residents of the higher levels completely isolated. As the gusts of wind swept the city there were the usual scenes of flying signboards, of jalousies being torn from their fastenings or branches stripped from trees, and the usual crashing of glass where windows had not been securely fastened. The side channels could not cope with the excessive flow of water which came down from the hillsides, and many streets were flooded. On the Praya the seas were breaking clean over the wall and sweeping across the road, and it was not long before the binding of the macadam was washed away, and the thoroughfare became a mass of loose stones.

ALONG THE WATERFRONT.

Leach Street was one of the main thoroughfares yesterday, and down this street crowds of spectators wandered their way to view the damage wrought by the storm on the harbour and along the waterfront. The first sight to be seen from this street was the Star Ferry wharf minus the masted, the building having tumbled with the first fierce gusts of wind. Parts of the fender were also torn asunder by the waves, and drifted with buoys which had slipped their moorings and other wreckage in the harbour. The iron structure above Blake Pier, needless to say, withstood the gale, but the lamp post at the end of the pier was bent, and a masthead at the shore end was lifted bodily and dumped near the centre of Connaught Road. Westward, the damage done was slight. The entrance to the rubbish tip on the way to the harbour office had been blown down, and the tip being fairly full the rubbish was strewn thickly across the street, and emitted a very offensive smell. The Harbour Department bamboo wharf and covering had been entirely swept away, and a number of the smaller piled wharves swayed dangerously as wind and wave lashed against, and threatened to demolish them. The French steamers' wharf was damaged at the shore end, and the houses on either side took a considerable list. Harrold's Circus tent at Kennedy Town had been taken down early, and the animals and effects of the circus were conveyed to safe quarters before the storm broke.

Eastwards the scene was the same. The sea flooded the roadway and inundated the low-lying premises at Wanchoi but little damage was done. The Corinthian Yacht Club lost its wooden jetty, with the masted thereon, both being washed away early in the afternoon. None of the yachts were exposed to the elements. Flooding timbers suggested that some craft had come to grief but in most cases they had drifted from one or other of the ship-building yards on the waterfront. Bowring Canal gave shelter to a number of sampans but the bulk of the native flotilla was found at Causeway Bay.

ON THE HARBOUR.

Fortunately the timely warning of approaching danger prepared seamen and boat-people for the coming storm. Junks and sampans lost no time in putting into shelter, while early in the morning the river steamers and launches sought

safe anchorages behind Stonecutters Island or in other favourable parts. Thus it came to pass that when the typhoon overtook the Colony the harbour was practically deserted, only the larger steamers and a few sailing vessels remaining at their anchorages. The sailors were secured by cables, while the steamers ran out two anchors and steamed against the gale. In the afternoon two of the sailing vessels and the Portuguese cruiser Dona Regina Amelia dragged their anchors slightly, but it was not expected that they would be in any danger before the storm ceased. A pinnae from the Austrian cruiser Kaiserin Elisabeth was overtaken by the typhoon before she could return to the cruiser, and the bluejackets aboard of her had an anxious time. The pinnae was lying alongside a Hongkong wharf when overtaken by the storm, but the officer in charge of her decided to make an effort to return to the wharf. This, however, proved unsuccessful, and the little vessel was headed for the Naval Yard wharf, which she reached in safety.

The German mail steamer Lueton was expected to arrive from Shanghai yesterday morning, but as she did not put in an appearance it was thought that she had been encountered by the typhoon. Information was received later in the day to the effect that she had put into Junk Bay until the storm passed. Prince Huan, who was a recent visitor to Hongkong, is a passenger for Europe by this steamer. The Princess Alice, on her voyage out, was also sighted yesterday, but as she did not come into port it is expected that she turned and ran before the gale.

MISCELLANEOUS.

A rumour was current that the bodies of several Chinese were seen floating near West Point, but the Police could not confirm this.

The Hongkong Football Club were again unfortunate, their grandstand being once more raised to the ground.

The Emergency Volunteers were not conspicuous. Of course it would have been practically impossible to have done anything at certain stations while the storm was at its height, but if the Volunteers were animated by a sense of duty they would doubtless have taken up their allotted stations. At Wanchoi a praiseworthy member of the brigade stood alone at his post ready for action, and made the dereliction of the others all the greater by contrast.

CORRESPONDENCE.

TYPHOON SIGNALS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS,"]

Hongkong, 19th October, 1909.

SIR,—Last evening I observed that the typhoon signal exhibited at Mount Gough Police Station indicated a typhoon within 300 miles South West (South Cone and Ball) of the Colony, and a notice was issued from the Peak Police Station at 12.15 yesterday afternoon giving similar information. The same signal was rehoisted this morning, but at 8.45 it was corrected to the South West (South Cone and Drum), those in charge evidently having had their attention drawn to the mistake.

This Signal Station at Mount Gough was, I understand, established mainly for the purpose of giving the latest typhoon warnings to the boat population at Aberdeen, but errors of the kind mentioned above (and it is by no means an isolated case) render the signals a source of absolute danger rather than assistance, for seeing the ball in the signal hoisted, the natural conclusion to draw would be that the disturbance had passed Hongkong, subject, of course, to the possibility of a reverse.

It seems to me that unless these signals are correctly and intelligently handled (on one occasion I noticed the signal hoisted upside down), it would be far better to discontinue them altogether. Perhaps the "powers that be" will consider the matter of sufficient importance to give it the necessary attention.—I am, Sir, yours truly,

"OBSERVER."

BRITISH TRADE WITH KOREA.

AMERICAN COMPETITION.

The outlook for British trade enterprise in Korea is not reassuring, judging from a report by Mr. Acting-Consul Henry Holmes on the trade of that country for 1908. Mr. Holmes says:—There is in the present depressed state of business in Korea, but little to say on this head. British manufacturers, if willing to supply an inferior article at a cheap price, might extend their trade and compete with Continental manufacturers, but there is likely to be at present but little demand for articles of good quality at high price. Railway requirements and engineering works provide a constant though varying demand for rails, locomotives, and machinery, and in this respect British firms have to face American competition.

The total foreign trade of Korea for the year 1908, exclusive of the export of gold, amounted to £5,628,339, showing a decrease of £192,857 on the figures for 1907, the record year since the opening of the country to foreign trade. The diminution was entirely due to decreased exports, £1,440,754, as compared with £1,732,718; the imports, £4,187,585, having shown an increase of £22,377. The imports, however, as Mr. Holmes explains, were far in excess of requirements, and resulted in the holding over of heavy stocks into the present year. Mr. Holmes proceeds:—

"The slackening of the local demand for foreign goods is attributable to the diminished purchasing power of the Koreans, caused by the difficulty of transportation of agricultural produce to the coast in spite of improved railway facilities, owing to the disturbances in the country, resulting in a decrease of exports, and partly to the cessation of railway and other construction works, which had drawn considerable sums of money from Japan to Korea. The Korean, being thrifty by nature, spends freely so long as he has money, and the withdrawal of these sources of income restricted his purchases of cotton goods and other foreign-made articles."

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS, only, and should be sent to the Manager, The Hongkong Daily Press, 5th, Ed-Lie's, P.O. Box, 33, Telephone No. 12.

HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of MEMBERS of the above Club will be held on SATURDAY, the 23rd October, 1909, at 12.15 P.M., at the Office of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Charter Road, a notice regarding which is being sent to each Member.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 6th October, 1909. [1237]

HONGKONG VOLUNTEER CORPS.

GRAND OPEN AIR CONCERT

will be held on VOLUNTEER PARADE GROUND, On SATURDAY, October 23rd, at 9.15 P.M., in aid of the funds of the Diocesan Girls' School.

ADMISSION 3s.
Tickets to be obtained at Volunteer Headquarters and from the Committee of the Orphanage, and the Ladies' Benevolent Society, Hongkong, 5th October, 1909. [1273]

MINISTERING CHILDREN'S LEAGUE.

Under the Patronage of His Excellency THE GOVERNOR.

A BAZAAR and FANCY FETE promoted by the above will be held (by kind permission of the Commandant and Officers Hongkong Volunteer Corps) on the Volunteer Parade Ground, on SATURDAY, Oct. 30th, from 2.30 to 7 P.M.

Many Novelties suitable for Christmas presents. 4 P.M. VARIETY ENTERTAINMENT, (sponsored by Miss Ella Rowe).

6.15 P.M. "A Pair of Lovers" (Caste—Mrs. WORTHINGTON and Captain BAIRD, The Buffs).

If wet, the Bazaar will be held in the Volunteer Headquarters. Proceeds to be divided amongst Various Local Charities for Children; and the Hongkong Cot in the M. C. L. Home at Otterclaw Surrey. No Chits Taken.

Hongkong, 19th October, 1909. [1321]

HONGKONG ST. ANDREW'S SOCIETY.

INTENDING applicants for Membership to St. Andrew's Society are invited to forward their Names to the Undersecretary for Submission to the General Committee. The entrance fee is \$5, and the Annual Subscription \$2.00. Any respectable Scotsman is eligible for Membership.

DAVID WOOD,
Hon. Secretary.
Hongkong, 7th September, 1909. [1174]

FOR SALE.

DERRINGTON, PEAK ROAD No. 8.

For Particulars apply to—
C. SCHROTER,
King's Buildings, 11th Rd.
Hongkong, 1st September, 1909. [1140]

SPECIAL SALE OF WORK.

IN AID OF THE ORPHANS AND THE HOME FOR THE DESTITUTE.

THE SUPERIORESS and SISTERS of the ITALIAN CONVENT have the honor to announce that their Annual Sale of Needlework comprising Ladies' and Children's Dresses, Embroideries, Table Covers, Handkerchiefs, and a variety of Articles suitable for Presents, will be held at the Convent on 21st, 22nd and 23rd of this month, commencing each day at 10 A.M.

The Superiores and Sisters beg to solicit the patronage of a generous community to aid the work of providing for the maintenance of the large number of Orphans at the Convent and its outlying Branches, and the helpless aged and infirm in the Home for the Destitute at Wandai.

ITALIAN CONVENT,
23, CAINE ROAD.
Hongkong, 15th October, 1909. [1304]

J. R. LEE & CO.,
P. O. Box 384,
Hongkong.

THE CHEAPEST STAMP Dealers in the East. Selections on approval. Collections bought.

Hongkong, 8th October, 1909. [1295]

JUST RECEIVED
A Selection of
FLOWER and VEGETABLE SEEDS,
in Packets of 10 Cents each, and
PACKETS FROM \$1. to \$10 EACH.

LAWN GRASS SEEDS,
FERTILIZER,
Garden Boots with Wooden Soles & Thick Felt Lining. Fictorial Guide to Gardening, &c.
Inspection Limited.

GRACA & CO.,
27, DES VUEX ROAD.
[1259]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. [1152]

STEN TING

SURGEON DENTIST,
No. 10, D'ARQUILL STREET.

TERMS VERY MODERATE.
Consultation Free.

Hongkong, 21st September, 1905. [1221]

PUBLIC COMPANIES.

THE DAIRY FARM CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, THIS DAY (WEDNESDAY), the 20th Oct., at 12.30 P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 19th October, both days inclusive.

By Order,
M. MANUK,
Acting Secretary.
Hongkong, 20th October, 1909. [1262]

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-EIGHTH ORDINARY MEETING of SHAREHOLDERS will be held at the Office of the Undersecretary on FRIDAY, the 22nd inst., at 11 A.M.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd inst., 1909, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 5th October, 1909. [1286]

THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an

EXTRAORDINARY GENERAL MEETING of the HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED, will be held at the Registered Office of the Company, No. 66, Bonham Strand West, Victoria, Hongkong, on MONDAY, the 15th day of November, 1909, at 4 o'clock in the afternoon, when the subjoined resolutions which were passed at the extraordinary general meeting of the Company held on the 15th day of October, 1909, will be submitted for confirmation as special resolutions.

RESOLUTIONS.

That the Articles of Association be altered in manner following—

(a) In Article 65 the word "Five" shall be substituted for the word "Twenty".

(b) In Article 86 the word "Three" shall be substituted for the word "Ten".

NG LI HING,
General Manager.
Dated the 15th day of October, 1909. [1316]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 888G, at \$5, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.,
Hongkong, 26th October, 1906. [1314]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
STEINSEN & Co.,
Hongkong, 6th March, 1907. [47]

SINGON & CO.

IRON, STEEL, METAL and HARD-WARE MERCHANTS. Wholesale and Retail Ironmongers Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

ASAHI BEER

SAPPORO BEER

TO BE OBTAINED FROM ALL WINE DEALERS

SOLE AGENTS:

DAVID WOOD,
Hon. Secretary.
Hongkong, 7th September, 1909. [1174]

MITSUI BUSSAN KAISHA.

[1123]

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.)
COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA-CHI, MUTABE, HOJO, NAMAZU, SAYO, SHINNEI and KAMITAMADA Collieries.

SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

"Cable addresses for above, "IWASAKI" Codes, AT, ABC 5th Ed., Western Union

AGENCIES—YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GRASING & Co. MANILA: Messrs. MACONDRAY & Co. For Particulars apply to H. OISHI, Manager, No. 2, Peddar Street, Hongkong. Hongkong, 9th January, 1909. [665]

INTIMATIONS.

SANITARY BOARD.

WARNING.

HOUSE-HOLDERS are hereby warned that under subsection (1) of section 3 of Ordinance No. 14 of 1905 it is an offence to "throw, lay, or cause to be knowingly permitted to be thrown, or laid any rubbish, dirt, soil, straw, or dung, or any other filth, rubbish or noxious or offensive matter whatsoever on any of the roads, streets, ways or public passages, or in any of the drains or sewers made or to be made within the Colony; or to permit or suffer any such noxious or offensive substance as aforesaid to remain exposed in any drain, sewer, or elsewhere, opposite to or in the immediate neighbourhood of their houses. At the present time it is the custom in certain localities for house servants to throw the house refuse into the streets and roads at night in order to save themselves the trouble of getting up and putting it in the dust carts or baskets in the early morning. This practice is not only insanitary but leads to the constant choking of street gullies and drains and causes premises to be flooded.

2. Householders are required to provide portable dust-bins of non-absorbent material with close fitting covers for the reception of refuse. These receptacles should be placed near the public side channels nearest to the house at night not earlier than 9 P.M. or in the early morning or brought out when the dust cart or basket comes to ring the bell. To guard against theft it is advised that the owner's name be painted or punched on the dust-bin.

3. Model pattern dust-bins in two sizes are on view at the Sanitary Board Offices, Beaconsfield. They can be purchased at the following prices:—Large size \$4.40, Small size \$3.80 each. Information as to where they can be procured will be given on application to the Secretary, Sanitary Board.

E. D. C. WOLFE,
President of the Sanitary Board.
Hongkong, 5th October, 1909. [1315]

NOTICE TO MARINERS.

No. 477.

CHINA SEA.

NINGPO DISTRICT.

UNCHARTED ROCK IN CHANNEL BETWEEN LU-WANG ISLAND AND MESAN GROUP.

NOTICE IS HEREBY GIVEN that the UNCHARTED ROCK in the Channel between Lu-wang Island and the Mesan Group, on which the S.S. "MAON KONG" was wrecked on the 17th September, 1909, lies in the following position:—

S. E. point of Reef Island bearing N. 38° W. (Magnetic), distant 8.2 cables.

The Rock appears to be a short narrow ridge lying N.E. and S.W., with a least depth over it of 5 feet at Low Water of Spring Tides.

By Order of the Inspector General of Customs, W. FRED TYLER,
Chief Inspector.

IMPERIAL MARITIME CUSTOMS,
Coast Inspector's Office,
Shanghai, 12th October, 1909. [1322]

BOARD AND RESIDENCE.

A COMFORTABLE BED-SITTING ROOM on Upper Level, Verandah and Bathroom, is offered with Board to a permanent Resident.

Address— "GOOD VIEW,"
Care of "Daily Press" Office.
Hongkong, 14th September, 1909. [50]

TO LET.

TO LET.

No. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, PADDER STREET.

Messrs. JARDINE, MATHESON & Co., Ltd.
Hongkong, 31st May, 1909. [807]

TO LET.

TO LET.

ONE SPACIOUS GODOWN, No. 125, Wanchai Road.

REUTER, BROCKELMANN & Co.
Hongkong, 20th September, 1909. [911]

OFFICES TO LET.

2 ROOMS, on 1st Floor, Hotel Mansions, from 1st October next.

Apply to—
JOHN D. HUMPHREYS & SON,
Alexandra Buildings.
Hongkong, 6th September, 1909. [1171]

TO LET.

TO LET.

IN Canton, from the 1st November, two SEMI-DETACHED HOUSES, each containing Eight Rooms with Back Yards and Servants' Quarters, on Shamen Lot 55, now in the occupation of the Mitsui Bussan Kaisha.

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 4th October, 1909. [1274]

TO LET.

TO LET.

FOREIGN HOUSES, Nos. 9 and 9A, WONG NEI CHONG ROAD, facing Race Course.

Apply to—
GOH GUAN HIN,
64, Bonham Strand West.
Hongkong, 24th September, 1909. [1237]

TO LET.

TO LET.

No. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Weissmann Ltd., for Tiffin Room.

Apply to—
YEE SANG FAT & Co.,
Opposite General Post Office.
Hongkong, 21st June, 1909. [871]

TO LET.

TO LET.

No. 1, GARDEN ROAD, Kowloon. Right-Roomed House and Tennis Court.

Apply to—
H. M. H. NEMAZEE,
9, Peddar's Hill.
Hongkong, 14th August, 1909. [1073]

TO BE LET.

TO BE LET.

SPACIOUS GODOWN: Ground Floor of No. 47, Kennedy Tewa, West Point. Bright and Well-Ventilated. Immediate Possession.

For further particulars, apply to
JESSEN & Co.
Hongkong, 14th October, 1909. [1303]

TO LET.

TO LET.

TO LET.

No. 2, BEACONSFIELD ARCADE, facing the Parade Ground.

PREMISES lately vacated by Messrs. Gordon & Co., known as 21, Whitefield, Shaukiwan Road.

PREMISES at SHAMSHU, CANTON, now in occupation of the Canton Kowloon Railway.

The EYKLE, No. 13, Peak, Six Rooms, Tennis Court and very Large Garden.

BEACONSFIELD ARCADE, 2 Rooms on 1st Floor, well suited for Office.

No. 5, CAMERON VILLAS (No. 57 Peak).

No. 6, CAMERON VILLAS (No. 59 Peak).

Furnished.

No. 25, SHELLY STREET (new House).

GODOWNS in Duddell Street.

HOUSES in BELLIOS TERRACE, ROBINSON ROAD, newly painted and color washed, exceptionally cheap rentals.

FOR SALE—TOR CHIST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 19th October, 1909. [100]

TO LET.

TO LET.

No. 26, WYNDHAM STREET, containing 6 ROOMS.

Apply to—
E. A. & C. F. CARVALHO,
14, Arbutnot Road.
Hongkong, 4th August 1909. [1036]

TO LET.

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st October, 1909. [818]

TO LET.

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.

Apply to—
CHATER & MODY,
Victoria Buildings.
Hongkong, 1st February, 1909. [264]

TO LET.

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap Ting's) Godowns East Point.

Immediate Possession. Rent exceptionally moderate.

Apply to—
KAM FOOK,
No. 107, Wellington Street,
behind the Star Hotel or Keeper of No. 6, Godown on the Spot.
Hongkong, 23rd May, 1909. [797]

TO LET.

TO LET.

No. 2, ELLIOTT CRESCENT, ROBINSON ROAD, Six Roomed House, with Outhouse, Commanding a Fine View of the Harbour.

Apply to—
F. X. D'ALMADA & CASTRO,
33, Queen's Road Central.
Hongkong, 7th July, 1909. [936]

TO LET.

TO LET.

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 235 at NORTH POINT, suitable for showa House, EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 45,000 SQUARE FEET. 99 YEARS' LEASE.

For Particulars, apply to—
GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1906. [96]

TO LET.

TO LET.

GODOWN, No. 5A, DUDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st October, 1909. [98]

TO LET.

TO LET.

A Suite of 3 ROOMS on Third Floor of "Hotel Mansions," with use of two Bath Rooms, suitable for Office or Living Rooms. From 1st November next.

FIVE-ROOMED HOUSES at Kowloon. NEW and COMMODIOUS SHOPS, Nathan Road Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 49, Yamnash, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—
HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.
Hongkong, 30th September, 1909. [1258]

TO LET.

TO LET.

DUNHAY, 33, ROBINSON ROAD, 52, CAINE ROAD.

Apply to—
HO U MING,
81, Queen's Road Central.
Hongkong, 7th September, 1909. [1177]

TO LET.

TO LET.

A HOUSE in WONG NEI CHONG ROAD.

A HOUSE in RIPPON TERRACE. OFFICES TO LET, No. 2, Connaught Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VUEX ROAD CENTRAL, 1st Floor.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Voux Road next to the HONGKONG HOTEL.

FLATS in MORSTON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st October, 1909. [97]

TO LET.

IN No. 6, DES VUEX ROAD CENTRAL, OFFICES and GODOWN.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

For your own comfort in Tropical Countries use CALVERT'S Carbolic Soaps.

Sold by most Chemists and Stores. Made by F. C. Calvert & Co., Manchester, England.

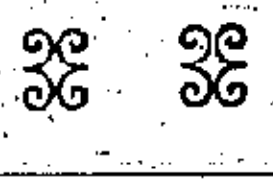
Guarded against Infection.



Calvert's 20% Carbolic Soap.

Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleansing their bites.

Perfect Personal Cleanliness.



Calvert's Carbolic Toilet Soap.

You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

Freedom from Skin Irritation.



Calvert's Carbolic Prickly-heat Soap.

is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need?
Each suits the climate.

BY APPOINTMENT TO HIS MAJESTY THE KING.

BOVRIL

No matter what we may say about Bovril, nothing can speak so strongly to you as an actual trial of Bovril itself.

Bovril contains all the goodness of prime beef in highly condensed form.

"SHACKELL"

"SEAL" RED PRINTING INK
IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET

SAMPLE GRATIS

SHACKELL EDWARDS & CO., LTD.

PRINTING INK MAKERS.

ESTABLISHED 1786.

HEAD OFFICE:—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.
Hongkong, 16th October, 1907. [534]

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.
TOTAL FUNDS AT 31st DECEMBER, 1908
£19,121,310.

I. Authorized Capital ... £26,000,000
Subscribed Capital ... 3,275,000
Paid-up Capital ... 1,212,500 0 0
II. Fire Funds ... 3,204,753 7 10
The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 14th August, 1909. [1083]

NOTICE

HAVING been appointed AGENTS in Hongkong for the WATSON ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates.
JOHN D. HUMPHREYS & SON,
Hongkong, 18th August, 1909. [1083]

APIOLINE (CHAPOTEAUT)



LADIES' SAFE REMEDY.

For functional troubles, delay, pain and those irregularities peculiar to the sex.
Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penny Royal.
CHAPOTEAUT, 8, rue Vivienne, Paris.
Sold by all Chemists.

122-3

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THORNE'S OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD SINCE 1831.

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.

1053

THE NEW FRENCH REMEDY.

THERAPION

THIS successful popular remedy, used in continental hospitals by Kerner, Rostan, Joubert, Velpaud and others, suppresses everything which endures. THERAPION No. 1 is a remarkably short time, often a few days only, remove all discharges, suppurating abscesses, the use of which does not require any special diet. THERAPION No. 2 is a remarkably short time, often a few days only, remove all discharges, suppurating abscesses, the use of which does not require any special diet. THERAPION No. 3 is a remarkably short time, often a few days only, remove all discharges, suppurating abscesses, the use of which does not require any special diet.

REFORM IN CHINA.

A SUICIDE'S TESTAMENT.

An Imperial Edict issued last month bestowed posthumous honours upon the Metropolitan official, Yung Lin, who recently "suicided" his life in order to display his patriotism. The Edict was in reply to a memorial from the supervising censor of the Metropolitan circuit and others asking for the Imperial commendation of an act which has attracted great attention in Peking. Yung Lin, a Manchu of small official rank but high literary gifts, denouncing the fate of his country, recently presented a petition to the Regent "dealing with the circumstances of the times, and then gave up his life. Unable to present it in person, he sent his memorial to the Press. It is a model of finished literary style. Imperial approval will certainly be given to its official publication throughout the empire.

An English version of this striking memorial made by one of the most brilliant of English sinologists, was sent last month by Dr. Morrison to The Times. It reads as follows:—

Yung Lin, weaver of the eighth button, possessor of a brevet appointment at the Hanlin Park and a deputy censor at the Summer Palace, prostrating himself before your Imperial Highness the Regent, reverently petitioned as follows:—

I find that since the 25th year of K'uang-hsi (1900) the crisis in our fortunes has been perilous in the extreme, and, in addition, the melancholy demise of the late Sovereign has befallen us, so that the complications before us have increased in a myriad directions.

The present time is just the moment for our national life and must be treated as such. They should be the natural dictators of their heart, strengthen our country's foundations, and aim at a gradual recovery of the position. Just now vast sums are needed to pay the national debt and develop reforms, but the Government has not the philosopher's touch for converting objects into gold, and our Ministers of Finance have to deplore an empty exchequer. The decision to levy fresh taxation by contributions from the people is taken by the Government with extreme reluctance, but it is the only feasible course.

Nevertheless, in my humble opinion, our resources have been strained by a great disaster; moreover, famine and drought have overtaken us, and rice has become as dear as pearls and firewood costly as cassia buds. The people's means of livelihood is indeed in the gravest danger. Should further taxes be imposed and official underlings take the opportunity to return false accounts levying sums many times in excess of those officially reported, then, the people's means of livelihood will be the exchequer of protection for changes and Legations to increase their garrisons, while secretly pursuing their scheme for converting their sojourn in the land into ownership.

Upon our armies coping with the rebels, the latter would naturally be defeated, but I am afraid that the day which witnesses the conclusion of the rebellion will see the seizure of our territory. This, then, is my first reason for shedding bitter tears, and for forcing myself into utterance.

Again, sources of wealth ought not to be wasted. We see colleges and public offices being erected in the provinces and vast sums of money flittered away in the purchase of useless foreign goods. Unqualified persons are placed in office, and money is wasted on their salaries. The highest provincial officials are venal and extortionate; they accept bribes openly as if it were an everyday occurrence. Should the guilt become known, they intrigue with high money skillfully bestowed. Sometimes the charge fails from lack of proof, or perchance extenuating circumstances are found. At the worst they merely lose their office and escape the penalty of the law, secure in the possession of vast fortunes. Lost to shame and devoid of integrity, they vie with one another in evading. The day is too short for the full display of our officials' usurping arrogance, extravagance, covetousness, and conscienceless cruelty. Each day is witness of more and more poverty and ruin among our people, of the cry going up, and the ditches filled with the dead. The danger to our country and the exhaustion of our exchequer indicate impending catastrophe, and procrastination for a few years will result in an irretrievable woe. This, then, is my second reason for shedding bitter tears and for forcing myself into utterance.

With China's vast resources, the first essential for securing place among the nations is to develop forestry, mines, fisheries, railroads, and commerce. Yet we practically ignore these things, while foreigners, by means of a monopoly, they intrude in all directions either by bribing those high in office or by collusion with evilly-disposed gentry, securing the latter's co-operation in the enterprise. Once the agreement is signed, they wax while we wane. When we ascertain how utterly we have been overreached and try to cancel the concession, a difficult international question confronts us. If haply we succeed in cancelling it, what in their hands was a veritable gold mine becomes in ours a stony field. One cause exists, and one only, namely, the abuse of power by those who would but eradicate inveterate abuses and employ men of talent wherever patriots are to be found, whether among banished officials or cashed statesmen, students educated abroad, or Chinese resident in foreign lands, if we would listen without prejudice to words of wisdom and act with generous confidence, so that our endless resources might be developed and scope be given to intelligence, then might China's prosperity be awaited with certain assurance. Why should we only station our attention toward further means of taxation? This, then, is my third reason for shedding bitter tears, and for forcing myself into utterance.

Literary ability should be made the essential standard for encouraging talent, and meretricious pomp should be discouraged. Military efficiency should be made the essential for developing a national army, and mere display should be disregarded. If our nationals may change their citizenship at will, a convenient opening is thus afforded for those devoid of all national feeling of loyalty. If punishments be commuted with fines, a bad precedent is created for wealthy evildoers to avail themselves of.

In these hard times, distinctions between Manchu and Chinese should be obliterated in earnest and not as a mere topic of conversation. The standard of officials' morals should be raised by despatching greedy sycophants. Officials' salaries should be made sufficient for defraying maintenance expenses, and the price of the people's food should be regulated. General co-ordination should be introduced and severity be tempered with kindness. Kindness without severity results in aggression from abroad. Severity without kindness results in rebellion at home. Existence may still be maintained against aggression, but rebellion results in disintegration. That is my fourth reason for shedding bitter tears, and for forcing myself into utterance.

The above remarks represent a fool's single successful inspiration, and are not the dolorous complaints of a fanatic. I therefore entreat your Imperial Highness to pay careful heed thereto.

I am a member of the Imperial household, and my family has been recipient of the Imperial bounty for generations. The contemplation of the dangers of the times has made me sick at heart. Full of grief at what I cannot alter, I have bravely died in making my remonstrance. Lacking literary ability or grace of style and knowing that the law punishes him who speaks of what concerns him not, I have decided on self-slaughter after sending in this document in fear of punishment, because my constitution is not strong enough to endure the cruel tortures of my gaolers, so I beseech your Highness to pity and forgive.

My original intention was to ask my superior official to present this memorial, but I feared that your Highness's anger might extend to him for presenting it. Then I thought of stopping your Highness's chariot and presenting it personally, but your suite is too large to render approach an easy matter, and a call to you on my part would result in my being rebuked. So I decided to send it by post to the newspapers, where your Highness will be able to peruse it and act accordingly. Then I shall live though I die. Weeping bitterly, I prostrate myself and reverently hand in my memorial.

"SHIP FOR CAPTAIN SCOTT"

PURCHASE OF A FAMOUS VESSEL.

The following statement was issued to the London Press recently from the offices of the British Antarctic Expedition, 1910:—

Arrangements have been made for the purchase of the steamship Terra Nova for the British Antarctic Expedition 1910. The Terra Nova is the largest of the old Scottish whalers, built at Dundee in 1884, she is 187ft. in length and 31ft. in beam—that is, 15ft. longer but 2ft. narrower than the Discovery.

She is considered the best ship ever launched for the Greenland whaling trade, and has always been a most profitable possession to her owners. Of late years, consequent on some decline in the whaling business, she has been occupied in seal hunting in the northern waters, sailing regularly for St. John's, Newfoundland.

But the Terra Nova has not confined herself to the humdrum of trading. In 1903 she was purchased by the Admiralty as relief ship for the Discovery Expedition, and after being considerably strengthened duly made her appearance in the Ross Sea, as "The Voyage of the Discovery" relates. The year 1905 saw her in the service of a North Polar expedition on a visit to Franz Josef Land. Thus she has ranged from the Great Ice Barrier in the south to the North Polar pack, from extreme to extreme of the navigable waters of the globe.

EXTENSIVE AND COSTLY EQUIPMENT.
The size and strength of the ship make her a fitting receptacle for the extensive equipment which it is necessary she should carry for the full success of the plans of the expedition. After being fully inspected on behalf of the expedition in Newfoundland she will sail for England and, it is hoped, will reach the Thames about the end of October or early in November.

The Terra Nova is bought, but not yet paid for, and such an arrangement for acquiring the vessel is only possible because the vendors, Messrs. Bowring Brothers, of St. John's, Newfoundland, are as sanguine as Capt. Scott that the British public intends that his expedition should start in August, 1910.

Not only has the ship been obtained on most reasonable terms, but in addition to this the Liverpool and London directors of Messrs. C. P. Bowring and Co., Limited, have promised a donation of £500 to the funds of the expedition, and the brokers, Messrs. David Bruce & Co., have also promised to the expedition a large portion of their commission on the transaction, which practically amounts to a gift of £16 to its funds. It is certainly most gratifying to think that the expedition will sail in a ship which is both British built and British owned.

The expedition is now complete as far as assistants to Captain Scott and officers and crew of the ship are concerned, and no more applications for services can be entertained.

Subscriptions should be sent to the offices of the British Antarctic Expedition, 1910, at 36 Victoria-street, Westminster.

HARMSTON'S GRAND CIRCUS

AND ROYAL MENAGERIE OF PERFORMING WILD ANIMALS.

THE LARGEST AND BEST CIRCUS COMBINATION TRAVELLING THE EAST.

LOCATION OF OUR TENTS:—TRAMWAY TERMINUS, KENNEDY TOWN.

LAST FEW NIGHTS! LAST FEW NIGHTS!!

MATINEE MATINEE

TO-DAY, AT 4 P.M. SHARP

Doors Open at 3 o'clock. Performance at 4 P.M. sharp. (Children Half-Price at Matinees only.)
N.B.—Soldiers and Sailors in uniform Half-Price to the 500 and 8200 Seats.

TO-NIGHT! TO-NIGHT!! TO-NIGHT!!!

FIRST AMATEUR RIDING CONTEST

(LIMITED TO SIX ENTRIES.)

A Handsome Trophy will be presented to the Competitor making the best attempt at standing on his feet, three times round the Arena, aided by the mechanic.

FRIDAY NIGHT, OCTOBER 22ND.

GRAND COMPLIMENTARY BENEFIT TENDERED TO THE POPULAR MANAGER, COL. BOB LOVE.

FIRST HIGH JUMPING CONTEST

(FOR LOCAL PONIES AND RIDERS)

A HANDSOME TROPHY

WILL BE PRESENTED BY MADAME HARMSTON-LOVE TO THE WINNER.

N.B.—THE TENT will be OPEN for PRACTICE from 6.45 to 7.45 from MONDAY, October 18th, to get the Ponies used to jumping in the Lights.

LAST MATINEE.

SATURDAY, OCTOBER 23RD.

Booking at ROBINSON PIANO CO., LTD.

NOTICE.—Special Trains running before and after performances.

MADAME HARMSTON-LOVE, COL. BOB LOVE, R. ALTON, Proprietors, Sole Manager, Advance Representatives.

1276

PASSENGER SEASON 1910.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

Tons. Reg.

"PRINCESS ALICE" 10,011 ON MARCH 23RD.

Capt. P. GRASCH.

"KLEIST" 9,000 ON APRIL 6TH.

Capt. O. PANNKE.

"PRINZ LUDWIG" 9,630 ON APRIL 20TH.

Capt. F. V. BINZER.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early Booking Recommended.

For Particulars, apply to

MELCHERS & Co., GENERAL AGENTS.

1226

SOUTH MANCHURIA RAILWAY CO.



SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "KORU MARU" and "SANKU MARU" (2877 tons each) as follows:—

NORTH-BOUND.

Leave—Shanghai (Steamer) ... 11 a.m.
Arrive—Dairen ... 8.50 p.m.
Lv. ... 9.15 p.m.
Ar. ... 5 a.m.
Lv. ... 6.55 a.m.
Ar. ... 3 p.m.

Connecting at Harbin with: State Express from Moscow, Wagon-Lits from Moscow, State Express for St. Pet'g.

SOUTH-BOUND.

Leave—Harbin (Russian Train) ... 9 a.m.
Arrive—Changchun ... 6 p.m.
Lv. ... 7 p.m.
Ar. ... 2.10 a.m.
Lv. ... 2.30 a.m.
Ar. ... 12.30 p.m.
Lv. ... afternoon
Ar. ... Friday

Connecting at Harbin with: State Express from St. Pet'g, Wagon-Lits from Moscow, State Express from Moscow.

*Russian Train time is 25 minutes earlier than S. M. R. time.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add.: "YAMATO")

At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

FUSHUN COAL.

FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add.: "MANTESSU." Codes: A.B.C., 5th Ed., A.I. and Lieber's. [137-722]

A LING & CO..

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

JUST LANDED

A LARGE ASSORTMENT OF

LADIES' & GENTS' BOOTS & SHOES.

A. TACK & CO..

PHOTO-SUPPLIES.

26, DES VŒUX ROAD, CENTRAL.

Hongkong, 20th August, 1909. [374]



When you are over-heated, thirsty and tired, drink

Montserrat Lime Juice.

It keeps the blood in a cool and healthy condition, and is a most delicious thirst quencher. Good for the bairns.

Made in two kinds—Unsweetened, i.e. Plain Lime Juice. Sweetened, i.e. Lime Juice Cordial.

Agents—A. C. Watson & Co., Ltd. Hong Kong.

1090

KEATING'S

LOZENGES

Keating's

THE WORST COUGH

One gives relief. As increasing

sale of over 50 years is a certain

test of their marvellous value

Sold in bottles

Keating's

SHIPPING.

ARRIVALS.
MOYUNE, British str., 4,640, 19th Oct.—
Singapore 12th Oct., General—Butterfield
& Swire.
STANFORD, British str., 4,308, A. D. Baker, 18th
Oct.—Shanghai 15th October, General—
Butterfield & Swire.

DEPARTURES.

None.

VESSELS IN DOCK.

ARRIVED DOCK.
Kowloon Dock.—On Lee, Nanshan, H.M.S.
Robin.
Commodore Dock.—

TAIKOO DOCK.—St. Enoch, Yunnan, Hupeh,
Szechuen, Oceano, Kaifong, Lockhart, Tsingtau,
Chigo Maru.

VESSELS PASSED ANKER.

Sept. 29, German str. Flensburg, Hoon, from Newcastle.
Sept. 29, British str. Islander, Deans, Sept. 27, from Singapore for Christmas Island.
Sept. 29, Dutch str. Soemba, Verheef, from Calcutta for Batavia.
Sept. 30, British str. Den of Crombie, Jarvis, from Batavia for Rotterdam.
Sept. 30, Dutch str. Sutor, Bughus, Sept. 30, from Batavia for Rotterdam.
Oct. 1, British str. Rinda, Sept. 19, from Bombay for Sourabaya.
Oct. 1, Dutch str. Wills, r. d. Putte, Aug. 28, from Rotterdam for Batavia.
Oct. 3, British str. Sefola, Shepherd, Sept. 20, from Bombay for Sourabaya.
Oct. 5, British str. Islander, Deans, Oct. 4, from Christmas Island for Singapore.
Oct. 7, British cable Maynet, Simmons, Oct. 5, from Cocos Island for Singapore.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE
(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

For BOSTON AND NEW YORK.
"ATHOLL" ... On 20th Oct.

For NEW YORK.
"GHAZEE" ... About 15th Nov.

For Freight and further information, apply to
DODWELL & Co., Ltd., Agents.

Hongkong, 19th October, 1909. [1129-1253]

DAMPSCHEIFFS RHEDEER "UNION" ACTIEN-GESELLSCHAFT.
For BOSTON AND NEW YORK.
(With Liberty to Call at Malabar Coast).

THE Steamship
"ALBENGA."
Captain Lorenzen, will be despatched as above on or about the 22nd inst.
For Freight apply to
CARLOWITZ & Co., Agents.

Hongkong, 6th October, 1909. [1291]

CANADIAN PACIFIC RAILWAY CO.
FOR VANCOUVER.

THE Steamship
"OCEANO."
From HONGKONG,
On SATURDAY, 23rd OCTOBER.

FOR VANCOUVER VIA JAPAN PORTS.
To be followed by the
KUMERIC ... 18th November.
AYMERIC ... 16th December.
"SUVERIC" ... 1910, 15th January.
"OCEANO" ... 10th February.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies.
For further information regarding rates of freight, etc., apply to
CANADIAN PACIFIC RAILWAY CO., Hongkong.

Hongkong, 18th October, 1909. [1297]

"SHIRE" LINE OF STEAMERS, LTD.
FOR MARSEILLES, LONDON AND HULL.

THE Steamship
"GLAMORGANSHIRE."
Captain H. C. Norris, will be despatched as above on or about 23rd October.
For Freight apply to
JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 5th October, 1909. [1280]

"SHIRE" LINE OF STEAMERS, LTD.
FOR LONDON AND ANTWERP.

THE Steamship
"MONTMOUTHSHIRE."
Captain G. E. Warner, will be despatched as above on or about the 23rd inst.
This steamer has excellent accommodation for a limited number of first-class passengers.
FARE TO LONDON ... £35.
For Further Particulars apply to
JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 11th October, 1909. [1301]

THE AMERICAN AND ORIENTAL LINE.
FOR NEW YORK.
(With Liberty to Call at the Malabar Coast).

THE Steamship
"COULSDON."
Capt. Turnbull, will be despatched for the above Port on SATURDAY, the 30th Oct., 1909.
For Freight apply to
ARNHOLD, KARBBERG & Co., Agents.

Hongkong, 4th October, 1909. [1275]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Black Pier. 3. From Black Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	CEYLON	Brit. str.	—	F. N. Rivers, R.N.R.	P. & O. S. N. Co.	To-morrow, at 2 P.M.
LONDON & ANTWERP	CONMOUTHSHIRE	Brit. str.	—	G. E. Warner	JARDINE, MATHESON & Co., Ltd.	About 23rd inst.
LONDON, &c., via USUAL PORTS OF CALL	DELHI	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 30th inst., at Noon.
ANTWERP & HAMBURG VIA STRAITS, &c.	LIBERIA	Ger. str.	k. w.	Knebel	HAMBURG-AMERICA LINE	On 1st Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	BERGARIA	Ger. str.	k. w.	Hof	HAMBURG-AMERICA LINE	On 6th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SILSIA	Ger. str.	k. w.	Costa	HAMBURG-AMERICA LINE	On 15th Nov.
MARSEILLES, &c., via PORTS OF CALL	SWINERY	Brit. str.	—	H. C. Norris	JARDINE, MATHESON & Co., Ltd.	About 23rd inst.
MARSEILLES, LONDON & HULL	GLAMORGANSHIRE	Brit. str.	—	J. Dring	NIPPON YUSEN KAISHA	On 27th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MAKATA MARU	Jap. str.	—	T. Harrison	MELCHERS & Co.	Middle of Nov.
MARSEILLES, HAVRE, COPENHAGEN, &c.	IYO MARU	Jap. str.	—	T. Mural	NIPPON YUSEN KAISHA	On 10th Nov., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MYTASAKI MARU	Jap. str.	—	C. Dewers	NIPPON YUSEN KAISHA	About 20th inst.
GENOA, MARSEILLES, LONDON & ANTWERP, &c.	LUTZOW	Ger. str.	—	B. Cobol	MELCHERS & Co.	To-day, at Noon.
TRIESTE, &c., via SINGAPORE, &c.	COULSDON	Brit. str.	—	Turnbull	SANDER, WIELER & Co.	About 25th inst.
NEW YORK	GAZEE	Brit. str.	—	Lorenzen	DODWELL & Co., Ltd.	On 30th inst.
BOSTON & NEW YORK	ATHOLL	Brit. str.	—	F. W. Davies	DODWELL & Co., Ltd.	To-day.
BOSTON & NEW YORK	ALBENGA	Ger. str.	—	F. W. Davies	DODWELL & Co., Ltd.	About 22nd inst.
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	CEYLAN	Brit. str.	—	F. N. Rivers, R.N.R.	P. & O. S. N. Co.	To-morrow.
VANCOUVER VIA JAPAN PORTS	EMPEROR OF CHINA	Brit. str.	2 m.	G. E. Warner	CANADIAN PACIFIC R. Co.	On 23rd inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTMOUTHSHIRE	Brit. str.	1 m.	M. Hagino	CANADIAN PACIFIC R. Co.	On 6th Nov., at 6 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	KAGA MARU	Jap. str.	—	K. Kawara	CANADIAN PACIFIC R. Co.	On 21st Nov., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	SHINANO MARU	Jap. str.	—	E. R. Hutchison	NIPPON YUSEN KAISHA	On 9th Nov., at Noon.
TACOMA VIA SHANGHAI & JAPAN	FITZPATRICK	Brit. str.	—	T. Sakine	NIPPON YUSEN KAISHA	On 7th Dec., at Noon.
CALLAO, IQUIQUE, &c., via JAPAN PORTS, &c.	HONGKONG MARU	Jap. str.	—	G. W. Gordon	NIPPON YUSEN KAISHA	On 6th Nov., at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	G. W. Gordon	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	COULSDON	Brit. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 5th Nov., at D'light
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	M. Yagi	NIPPON YUSEN KAISHA	On 26th Nov., at Noon.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	A. Christiansen	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 30th inst., at D'light
KOBE & YOKOHAMA	HIRANO MARU	Jap. str.	—	Juriansen	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.
MOJI, KOBE & YOKOHAMA	TRILWONG	Dut. str.	—	H. E. Maklin	JAVA-CHINA-JAPAN LINE	Quick despatch.
JAPAN	FAUWANG	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight
NEWCHWANG	CHIPPING	Brit. str.	—	E. Forsyth	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at 4 P.M.
WEIHWAI, CHEFOO & TIENTSIN	HUICHOW	Brit. str.	1 m.	H. Powell	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	DEVANHA	Brit. str.	—	F. Wheeler	P. & O. S. N. Co.	About 23rd inst.
SHANGHAI VIA SWATOW	KWONGSANG	Brit. str.	—	Y. Ishikawa	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINCESS ALICE	Ger. str.	1 m.	Schwinghammer	OSAKA SHOSHN KAISHA	To-morrow, at 9 A.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	CHOSHUN MARU	Jap. str.	1 m.	H. W. Kendrick, R.N.R.	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	ANRI	Ger. str.	k. w.	Williams	HAMBURG-AMERICA LINE	To-morrow.
SHANGHAI, KOBE & YOKOHAMA	NAMIE	Brit. str.	—	Gulsonot	P. & O. S. N. Co.	About 23rd inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	LIANAN	Brit. str.	1 m.	A. Stewart	BUTTERFIELD & SWIRE	On 24th inst., at D'light
SHANGHAI, KOBE & YOKOHAMA	ARMAND BEHIC	Frenc. str.	—	J. C. Richards	MESSAGERIES MARITIMES	On 25th inst., P.M.
SHANGHAI, KOBE & YOKOHAMA	ARRATON APCAR	Brit. str.	—	Porcellus	DAVID SASSOON & Co., Ltd.	On 25th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	CHINHUA	Brit. str.	1 m.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 28th inst., at Noon.
SHANGHAI, MOJI & KOBE	MOYORI MARU	Jap. str.	1 m.	Butterfield & Swire	NIPPON YUSEN KAISHA	On 23rd inst., at D'light
SHANGHAI	CHENAN	Brit. str.	1 m.	Jardine, Matheson & Co., Ltd.	BUTTERFIELD & SWIRE	On 31st inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	SILVIA	Ger. str.	k. w.	Jardine, Matheson & Co., Ltd.	MELCHERS & Co.	On 5th Nov., at 3 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	FOKSANG	Dut. str.	—	P. J. van Emmerick	JAVA-CHINA-JAPAN LINE	On 10th Nov.
SHANGHAI, YOKOHAMA & KOBE	CANTON	Dut. str.	—	H. Murayama	OSAKA SHOSHN KAISHA	Quick despatch.
SHANGHAI	TULATAP	Jap. str.	—	M. Mathias	BUTTERFIELD & SWIRE	On 24th inst., at 10 A.M.
TAMUAT VIA SWATOW & AMOY	DAIM MARU	Jap. str.	—	H. Harder	BUTTERFIELD & SWIRE	To-morrow, at Daylight
AMOY, MANILA, CEBU & ILOILO	KAIFONG	Brit. str.	1 m.	J. S. Roach	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SWATOW & SHANGHAI	LIANGCHOW	Brit. str.	1 m.	Evans	DOUGLAS LAFRAIK & Co.	To-day, at 2 P.M.
SWATOW, AMOY & FOCHOW	WUHU	Brit. str.	2 h.	Hodgins	DOUGLAS LAFRAIK & Co.	To-morrow, at 10 A.M.
SWATOW	HAIRAN	Brit. str.	2 h.	Peasfether	BUTTERFIELD & SWIRE	On 22nd inst., at 10 A.M.
SWATOW, AMOY & FOCHOW	HAIRAN	Brit. str.	2 h.	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at 4 P.M.
MANILA	YAMING	Brit. str.	1 m.	A. W. Outbridge	BUTTERFIELD & SWIRE	On 26th inst., at 3 P.M.
MANILA	YUNSHANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 29th inst., at 4 P.M.
MANILA	ZAFIRO	Brit. str.	—	R. W. Abouma	SHERMAN, TOMES & Co.	On 30th inst., at Noon.
MANILA	TEAN	Brit. str.	1 m.	F. Semill	MELCHERS & Co.	To-day, at 5 P.M.
MANILA	LONGSANG	Brit. str.	—	Fred. Pdu	NIPPON YUSEN KAISHA	On 24th inst.
MANILA	ROBI	Ger. str.	—	E. J. Tadd	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at 2 P.M.
KUDAT & SANDAKAN	CEYLON MARU	Jap. str.	—	Pander	JAVA-CHINA-JAPAN LINE	Quick despatch.
BOMBAY VIA SINGAPORE & COLOMBO	LAISANG	Brit. str.	—			
SINGAPORE, PENANG & CALCUTTA	TIPANAS	Dut. str.	—			
BATAVIA, CHERIBON, SAMARANG, &c.						

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"LUETZOW" Capt. C. DEWEERS	Wedday, 20th Oct., at Noon.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBELL	Wedday, 20th Oct., at 5 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINCESS ALICE" Capt. P. GROSCH	About Wedday, 20th October.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ" Capt. H. RAEGENER	Friday, 5th Nov., at D'light

For further Particulars, apply to
NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.
Hongkong, 19th October, 1909. [5]

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, B.C., TACOMA & SEATTLE
via
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
OCEANO	4,657	F. W. Davies	On 21st October.
KUMERIC	6,232	J. Mathie	On 18th November.
AYMERIC	4,363	J. Boyd	On 15th December.
SUVERIC	6,232	S. Shotton	On 13th January.
OCEANO	4,657	F. W. Davies	On 10th February.

These Steamers are specially fitted for the carriage of Asiatic Steamer Passengers.
PARCEL EXPRESS TO THE UNITED STATES & CANADA.
For further information apply to
DODWELL & CO., LIMITED, GENERAL AGENTS.
Queen's Buildings. [8]
Hongkong, 16th October, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.
FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIC" Capt. Guionnet	On 25th Oct., P.M.
MARSEILLES, VIA PORTS	"SYDNEY" Capt. Costa	On 26th Oct., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On 8th Nov., P.M.
MARSEILLES VIA PORTS	"TOURANE" Capt. Bourge	On 9th Nov., 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.
For Further Particulars, apply to—
P. DE CHAMPMORIN, AGENT, Queen's Building.
Hongkong, 13th October, 1909. [2]

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAYING 5 TO 7 DAYS OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPERESS OF CHINA" SAT., 6th Nov.	"EMPERESS OF BRITAIN" FRI., 3rd Dec.
"MONTMOUTHSHIRE" SUNDAY, 21st Nov.	"EMPERESS OF BRITAIN" FRI., 31st Dec.
"EMPERESS OF INDIA" SAT., 4th Dec.	"ALLAN LINE" FRIDAY, 28th Jan.
"EMPERESS OF JAPAN" SAT., 1st Jan.	

"Emperess" Steamships leave HONGKONG at 6 P.M. at 12 Noon.

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. John with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.
Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York £71 10s.
Intermediate on Steamers ... £45.
and 1st Class Railway ... £45.
First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH.

For SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship
"ARRATON APCAR."
Captain A. Stewart, will be despatched for the above Ports on MONDAY, the 25th inst., at Noon.

This Steamer has superior accommodation for passengers, and is installed throughout with Electric Light, and carries a duly certified Doctor.

RETURN TOURS TO JAPAN.
(Occupying 24 Days).
Steamers leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea), Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Return tickets are available by the Indo-China S. N. Co.'s steamers. Fare for round trip, \$120.

DAVID SASSOON & Co., Ltd., Agents.
Hongkong, 19th October, 1909. [1325]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.
(Taking Cargo at through rates to the BRITISH, to RED SEA, BLACK SEA, LEBANT, VENICE, and ADRICATIC PORTS).

THE Company's Steamship
"AUSTRIA."
Captain Cotel, will be despatched as above on or about the 25th October.

This Steamer has splendid accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight, apply to
SANDER, WIELER & Co., Agents.
Princes Buildings.
Hongkong, 28th September, 1909. [3]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"DELHI."
Captain G. W. Gordon, R.N.R., carrying His Majesty's Mails, will be despatched from this Port for Bombay, etc., on SATURDAY, the 30th October, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "CHINA," 7,912 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, etc., will be conveyed from Bombay by the s.s. "MALWA," due in London on the 11th December, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 19th October, 1909. [1]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with 1100-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED, General Agents for China and Japan.
Hongkong, 4th August, 1898. [9]

COMMON SENSE IN A NUTSHELL.
A new medical work on the causes and most scientific treatment of nervous and mental diseases, by a nervous and functional debility, depression of spirits, etc., with practical observations on marriage and full directions for removing certain disqualifications that destroy the happiness of wedded life. It also treats on urinary derangements, discharges, blood poison, secondary symptoms, stricture, etc., and no sufferer should fail to procure a copy of this plain and simple work for £2.00. Agents: Mr. L. W. Medical Publisher, 21, Whitehall Road, Great Oak, London.

Gutler, Palmer & Co.'s

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	CEYLON Capt. H. N. Rivers, R.N.R.	2 P.M., 21st Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NAMPUR and YOKOHAMA	DEVANHA Capt. H. W. Kenrick, R.N.R.	About 23rd Oct.	Freight and Passage.
SHANGHAI	DEYANHA Capt. H. Powell	About 29th Oct.	Freight and Passage.
LONDON via USUAL PORTS OF CALCUTTA	DELHI Capt. G. W. Gordon, R.N.R.	Noon, 30th Oct.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 19th October, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL	REMARKS
SWATOW and SHANGHAI	"WUHU"	On 20th Oct., 2 P.M.	
MANILA	"TAMING"	On 20th Oct., 3 P.M.	
WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 20th Oct., 4 P.M.	
AMOI, MANILA, CEBU and ILOILO	"KAIKONG"	On 21st Oct., Noon	
AMOI and NEWCHOW	"LIANGCHOW"	On 21st Oct., Noon	
SHANGHAI	"ANHUI"	On 21st Oct., 4 P.M.	
SHANGHAI	"LINAN"	On 24th Oct., Noon	
MANILA	"CHENAN"	On 24th Oct., 3 P.M.	
SHANGHAI	"CHENAN"	On 24th Oct., 4 P.M.	
MANILA	"CHENAN"	On 31st Oct., Noon	
THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREEMANTLE and PERTH	"CHANGSEH"	On 5th Nov., 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

Telephone 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI via SWATOW	"KONGSANG"	Wednesday, 20th Oct., Noon	
NEWCHOW	"FAUSANG"	Thursday, 21st Oct., Noon	
TIENTSIN via WEIHAIWEI & CHEFOO	"CHIHSHANG"	Friday, 22nd Oct., 4 P.M.	
MANILA	"TUENSANG"	Friday, 22nd Oct., 4 P.M.	
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Saturday, 23rd Oct., 2 P.M.	
MANILA	"LOONGSANG"	Friday, 29th Oct., 4 P.M.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	"POOKSANG"	Friday, 5th Nov., 3 P.M.	

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMANG" and "POOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchow via

Telephone No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

16

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS: ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAITAN," Capt. J. S. Roach	SWATOW, AMOI and POOCHOW.	WEDNESDAY, 20th Oct., at 10 A.M.
"HAIMUN," Capt. Evans	SWATOW	THURSDAY, 21st Oct., at 10 A.M.
"HAIYANG," Capt. A. E. Hodgins	SWATOW, AMOI and POOCHOW.	FRIDAY, 22nd Oct., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

10

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"CANTON"	On 10th November.
MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and BALTIC	"PEKING"	Middle of November.
MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and BALTIC	"CANTON"	Middle of December.

For Further Particulars apply to
Hongkong, 16th October, 1909.MELOHERS & CO.,
AGENTS.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

S.S. HONGKONG MARU	6000 tons gross	Sail Oct. 26th, at Noon.
S.S. MANSU MARU	5000 "	Dec. 10th, at Noon.
S.S. AMERICA MARU	6000 "	Febr. 5th, 1910, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, Yokohama Building.
Hongkong, 16th September, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	HAKATA MARU, Capt. J. Dring.	6,500	WEDNESDAY, 27th Oct., at Daylight.
VICTORIA, B.C., SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA	IKYO MARU, Capt. T. Harrison.	6,500	WEDNESDAY, 10th Nov., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KAGA MARU, Capt. M. Higgins.	8,000	TUESDAY, 7th Dec., at Noon.
MOJI, KOBE and YOKOHAMA	SHINANO MARU, Capt. K. Kato.	6,500	FRIDAY, 29th Oct., at Noon.
BOMBAY via SINGAPORE, COLOMBO and COLOMBO	YAWATA MARU, Capt. T. Soline.	5,000	FRIDAY, 26th Nov., at Noon.
KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi.	6,000	FRIDAY, 22nd Oct., at Noon.
SHANGHAI, MOJI and KOBE	HIRANO MARU, Capt. H. Fraser.	9,000	MONDAY, 24th Oct., at Noon.
KOBE and YOKOHAMA	CEYLON MARU, Capt. Fred. Payne.	6,000	TUESDAY, 26th Oct., at Noon.
SHANGHAI, MOJI and KOBE	NIKKO MARU, Capt. M. Yagi.	6,000	FRIDAY, 29th Oct., at Daylight.
KOBE and YOKOHAMA	MOYORI MARU, Capt. J. C. Richards.	4,000	SATURDAY, 30th Oct., at Daylight.
	BINGO MARU, Capt. A. Christiansen.	6,500	

* Fitted with New System of Wireless Telegraphy.

† Cargo only.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE,
PENANG, COLOMBO, SUEZ AND PORT SAID.THE CO.'S NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED
FROM HONGKONG AS FOLLOWS:

MIYASAKI MARU	(Capt. T. Murai)	About Wed. 20th Oct.
KITANO MARU	(Capt. F. E. COPE)	About Wed. 17th Nov.
HIRANO MARU	(Capt. H. FRASER)	About Wed. 15th Dec.
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 12th Jan.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER.

[15-93]

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 23rd Oct., Noon.
RUBI	2540	R. W. Almond	Manila	On 30th Oct., Noon.

For Freight or Passage apply to

Hongkong, 16th October, 1909.

SHEWAN, TOMES & Co.,
General Managers.

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HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING CARGO at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR ANTWERP & HAMBURG:
S.S. BRISGAVIA ... 21st Oct.	S.S. LIBERIA ... 1st Nov.
S.S. SILVIA ... 1st Nov.	FOR HAVRE & HAMBURG:
S.S. SUEVIA ... 17th Nov.	S.S. BELGAVIA ... 6th Nov.
S.S. NEGAMBARIA ... 18th Nov.	FOR HAVRE & HAMBURG:
S.S. SIRONIA ... 1st Dec.	S.S. SILESIA ... 15th Nov.
S.S. SCANDIA ... 10th Dec.	
S.S. BRASILIA ... 18th Dec.	
S.S. SEGOTIA ... 28th Dec.	

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

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THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED AND CASHED.
FOREIGN MONIES exchanged.
OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910.
Head Office for the Far East:—
16, DES VOGES ROAD, HONGKONG.
Japan Office:
14, WATER STREET, YOKOHAMA.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.
TJILWONG	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIPANAS.	SHANGHAI	Second half of Oct.	JAVA	Second half of Oct.
TJIBODAS	JAPAN	Second half of Oct.	JAVA	First half of Nov.
TJIMAH	JAVA	Second half of Nov.	SHANGHAI	Second half of Nov.
TJIKINT	JAVA	Second half of Nov.	JAPAN	Second half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
Yok Buildings, 1st Floor.
Hongkong, 16th October, 1909.
Telephone No. 375.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Cleveland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"FITZPATRICK" Capt. E. R. Hutchinson.	4,416	SATURDAY, 6th Nov., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure, and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
SHANGHAI via SWATOW, AMOI & FOOCHOW	"CHOSHUN MARU" Capt. Y. ICHIKAWA	THURSDAY, 21st Oct., at 9 A.M.
TAMSUI via SWATOW, AMOI	"DAIGI MARU" Capt. M. MURAYAMA.	SUNDAY, 24th Oct., at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.
The Newly Built Steamers: "CHOSHUN MARU" and "BEJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

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T. ARIMA,
MANAGER

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
Steamer Tons	1 P.M. SATURDAY	Steamer Tons	SATURDAY	FRIDAY
ARCADIA 7000	February 5	MANITIA 11000	March 5	March 11
ASSAYE 7500	February 19	CHINA 8000	March 19	March 25
DELTA 8000	March 5	MALWA 11000	April 2	April 8
MACEDONIA 10500	March 19	(Through Steamer calling at BOMBAY)	April 16	April 22
DEVANHA 8000	April 2	MONGOLIA 10500	April 30	May 6
ASSAYE 8000	April 16	MARMORA 10500	May 14	May 20
DELTA 8000	April 30	MOREA 11000	May 28	June 3
DELHI 8000	May 14	MOULTAN 10000	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):
1st SALOON £71.10 SINGLE £106.14 RETURN.
2nd " £48.8 " £72.12

In addition to the above Mail Steamers the following INTERMEDIATE (Non-Transshipment) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
SYRIA	January about 26	March about 12
SUMATRA	February 9	March 26
NYANZA	February 23	April 9
SUNDA	March 7	April 23
MALTA	March 21	May 5
SARDINIA	April 4	May 18
NORSE	May 18	July 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (Including Surtax):
1st SALOON £55.10 SINGLE £82.10 RETURN.
2nd " £38.10 " £57.4

* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

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E. A. HEWETT,
SUPERINTENDENT

